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TELEPHONE MAIN 661.

THE WEATHER

Oregon, Washington and Idaho—Wednesday fair, cooler, except near coast.

PLAYING "BLACK HAND."

Some poor fool is playing the dangerous "black-hand" game in this city and the sooner some of our "sleuths" run him down and head him out of Astoria, the better for him; he is not hurting the place, nor its people, the least little bit; but he is laying himself liable to a first-class case of man(?)—handling if he gets in the way of some of its victims, or rather presumptive victims. We do not believe the police have very far to go for the man, though the proof essential in a case of the kind may be the stall that will hold the game a bit longer. He is sure to give himself away sooner or later; just as he did a couple of years ago, and when he does, there are two refuges up in Salem, either of which will fit his case to a dot. What he needs most is seven years of good, hard, daily labor, uncompensated, and enforced to the letter and the limit.

There are plenty of people in Astoria who are quietly watching him and one or two more of his freaks will put him where he will find letter-writing an onerous task rather than a flippant and vain-glorious road to sudden wealth. We may be mistaken in the man, but we do not believe it.

SEA-WALL MANIPULATION.

As a principle of municipal development a sea-wall here is alright, and the Morning Astorian is an ardent friend and exponent of the project, first and last; but always, upon the primal theory that the scheme is framed-up to meet every exigency of fault, failure, defeat, dereliction and mis-handling. We want no rash and half-baked propositions merged into a dictum that cannot be broached under the appellate codes of the State; beyond record the righting of error or wrong, and immune from the intervention of some power to amend it when the time for amendment comes; we want no commissions dictated by people at interest, to be voted upon 'willy nilly' and haphazardly, nor are we going to have these things if a little fore-thought and timely warning can avert them.

In the first place, there has been altogether too much secrecy maintained in the framing of this new proposition; press nor people have not had proper access to, nor familiarity with, the processes, reasons, arguments and conclusions that have prevailed in the making of this grave and significant attempt at framing costly charter law; the matter seems to have been dealt with in a hypothetical way altogether, without engineering advice or ascertainties, without surveys or soundings on the line of improvement, without reference to the establishment of fixed, formal and legitimate municipal grades, nor any of the fundamental pre-requisites attaching to an enormous scheme of the sort; and until it is simplified, made public and understandable in all its bearings on the popular purse, patience, and knowledge there will be those, and plenty of them, who will fight it to the last ditch.

It is too fine a proposition to be despatched in privacy and with ill-advised precipitancy, and upon merely supposititious estimates of depths, alignments, bearings and grades; there is vastly too much at stake for things to proceed as they are at present; and we counsel those in charge to get nearer the people and make things more manifest before they seek to foist anything unacceptable on the public, trusting to the partisan impulses of the electoral season to rush them to successful finality.

ADMINISTRATION.

The Astorian may be a bit fore-

handed in making the suggestion; but in the light of things at this moment, it believes that Astoria needs a genuine businessmen's administration, without regard to politics at any point in the game; and it should be started in a mass-convention of citizens who are unified upon a non-partisan, wholesome, clean and acceptable predicate of Astoria first; the Taxpayer next; the politician last, or not at all.

The city has simply got to look to a diminution of its public obligations; it has done nothing to mitigate them nor wipe them out; a policy that may not be neglected too long; without involving extraordinary sacrifice in the long-run; there must be a cessation of the ever-accumulating public costs and something done to conserve the burdens in existence. It takes business men to do these things; men unhampered by political debts while dealing with finances and other hard factors; officers without responsibility save to the city as a whole and free to do their best for the community, unchecked by the desires or plans of boss or friend or agent.

There should be no trouble at all to name a strong first-class, safe and dependable ticket this winter of men trained to business and to whom political honors are cheap compared with the real success and credit of duty well and successfully done. We could name a half hundred square clean, capable, appreciated citizens from whom to select a corps of municipal officers for the new term, and if we are ever in the humor, we'll do it and stand pat afterward, too.

THE COMING SHORTAGE.

The American Lumberman states that it is in receipt of many letters from mill points North and South which indicate that on the beginning of the grain movement "there would be very serious difficulty in securing sufficient cars to handle the unusually heavy lumber movement expected during the Fall and Winter months." To add to the demand for cars for the grain movement, the latest report of the Car Efficiency Committee of the American Railway Association states that reports from all railway shops in the country show that for two weeks preceding August 4 the number of cars in bad order had increased 27 per cent—in excess of five per cent per month.

The movement of grain is a movement which cannot be avoided. It is not only inevitable but an absolute necessity. While the statement is in the nature of a self evident proposition it is made for the purpose of calling attention to the fact that because of lack of railway transportation facilities—an admitted lack even by railway managers—not only is the absolutely necessary grain movement retarded, but all other movements of articles of trade and commerce are equally impeded, with lumber movements especially retarded this year. The importance of that retardation cannot be overestimated in this season when all building trade journals show a remarkable increase in the number of building permits issued, and in the value of the buildings.

Recurring car shortages are burdens exceedingly oppressive. They are the cause of enormous annual losses to all sections, to all branches of trade and commerce and they bear with equal oppressiveness on builder, on merchant and mechanic. Yet the remedy is easily found. In the improvement of the waterways of the United States on the plan advocated by the National Rivers and Harbors Congress, the remedy would be found. The waterways of the coun-

COFFEE

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try are of inestimable value—but not utilized as they would be if improved upon the plan suggested, embodying the work as part of the fixed policy of the government, upon definite plans, with annual appropriations adequate to the work, with the work continuous and embracing a policy but no special project.

There is no necessary hostility between rail and river, Europe, with its wise policy on the subject of waterway improvement, finds the one means of transportation complementing and supplementing the other—the river carrying the heavier articles, as it would carry the lumber for the American lumberman and avoid the present prospective shortage—avoiding congestions when the necessary grain movement begins and inevitably avoiding all other congestions of the railways which are, admittedly, inadequate in their facilities for carrying the freight offerings of the country. The true remedy and the enduring remedy for freight congestions is in the improvement of the waterways on the plan suggested by the National Rivers and Harbors Congress.

A Traveling Man's Experience.

"I must tell you my experience on an east bound O. R. & N. R. R. train from Pendleton to Le Grande, Ore.," writes Sam A. Garber, a well known traveling man. "I was in the smoking department with some other traveling men when one of them went out into the coach and came back and said, 'There is a woman sick unto death in the car.' I at once got up and went out, found her very ill with cramp colic, her hands and arms were drawn up so you could not straighten them, and with a death-like look on her face. Two or three ladies were working with her and giving her whiskey. I went to my suitcase and got my bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy (I never travel without it), ran to the water-tank, put a double dose of the medicine in the glass, poured some water into it and stirred it with a pencil; then I had quite a time to get the ladies to let me give it to her, but I succeeded. I could at once see the effect and I worked with her, rubbing her hands, and in 20 minutes I gave her another dose. By this time we were almost into Le Grande, where I was to leave the train. I gave the bottle to the husband to be used in case another dose should be needed, but by the time the train ran into Le Grande she was all right, and I received the thanks of every passenger in the car." For sale by Frank Hart and leading druggists.

Subscribe to The Morning Astorian.

Religion For the Living, Not Only For the Dying.

By the Rev. Dr. CHARLES F. AKED of New York.



THE question of the decreasing membership and waning influence of religion—the churches—is not a denominational question. It is not a national question. It is a question as wide as Christianity itself. Conditions in America are, broadly speaking, the same as in England and in England as in the rest of Europe. I can see the difference in this country since I first visited the United States fifteen years ago.

THE DANGER IS NOT FROM DIRECT ATTACK ON RELIGION. THIS DENIAL OF BELIEF—THAT IS, ATHEISM—HAS SPENT ITS FORCE. WHAT THE CHURCHES HAVE TO FEAR IS A MORE INSIDIOUS DANGER—INDIFFERENCE.

The man in the street says, "The church is a back number." He feels that he can do without it. If you ask him whether he believes in God, in the existence of an infinite power superior to man, the chances are that he will say "Yes." But questions of dogma, distinctions of creed, do not interest him, and he refuses to concern himself about them. He has made up his mind that he can get along without religion—that is, religion as it has been expounded to him. But this DOES NOT MEAN NECESSARILY THAT HE IS IRRELIGIOUS.

It seems to me that this indifference is more pronounced in America than in England, just as orthodoxy is more strictly defined and more unyielding over here. And where there is indifference to the church I can form no other conclusion than that the church itself is to blame. Yet the need of religion never has been greater in any age or country than in this country and in the day we live in. Churches exist and preachers are maintained to remind men and nations of the eternal laws they must obey and the eternal love in which they may rest. And in the United States they may yet be needed as the mainstay of social order.

EITHER THE CHURCHES HAVE GOT TO LIVE UP TO THE TASK OF KEEPING THE SOUL OF THE NATION ALIVE OR THEY WILL PERISH.

Statistics gathered by Dr. Josiah Strong show that the gain of the churches in membership in proportion to the gain in population is steadily and rapidly falling off. In the past twenty years it is less than half what it was in the preceding twenty. The trouble is that TOO MUCH OF OUR RELIGION, BOTH AS IT IS PREACHED AND AS IT IS PRACTICED, LACKS LIFE. The attitude of a vast number of persons toward it is like that of the New York banker who said to a certain preacher at the conclusion of his sermon: "This is the first time I ever knew that religion had anything to do with living. I thought it had to do only with dying and going to hell."

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Sept. Official Tide Tables

Compiled by the U. S. Government for Astoria and Vicinity.

SEPTEMBER, 1908.

High Water.	A. M.	P. M.
Date.	h.m.	ft.
Tuesday	1 3:58	6.9 4:06 8.0
Wednesday	2 4:50	6.5 4:48 7.9
Thursday	3 5:52	6.0 5:39 7.9
Friday	4 7:13	5.7 6:44 7.7
Saturday	5 8:45	5.8 7:58 7.8
SUNDAY	6 9:57	6.4 9:12 8.0
Monday	7 10:52	7.0 10:17 8.4
Tuesday	8 11:38	7.7 11:15 8.8
Wednesday	9	12:21 8.2
Thursday	10 0:09	9.1 12:59 8.7
Friday	11 0:59	9.1 1:38 9.0
Saturday	12 1:48	8.9 2:17 9.1
SUNDAY	13 2:37	8.6 2:57 9.0
Monday	14 3:28	8.0 3:38 8.8
Tuesday	15 4:23	7.2 4:22 8.6
Wednesday	16 5:20	6.6 5:15 8.0
Thursday	17 6:40	6.3 6:10 7.7
Friday	18 8:04	6.2 7:17 7.4
Saturday	19 9:18	6.5 8:28 7.3
SUNDAY	20 10:15	6.9 9:33 7.3
Monday	21 10:58	7.3 10:27 7.6
Tuesday	22 11:33	7.6 11:13 7.8
Wednesday	23	12:05 8.0
Thursday	24	11:58 7.9
Friday	25	12:32 8.2
Saturday	26	12:58 8.3
SUNDAY	27 1:07	8.0 1:25 8.3
Monday	28 2:43	8.0 1:52 8.4
Tuesday	29 3:22	7.7 2:21 8.4
Wednesday	30 3:48	7.0 3:29 8.2

SEPTEMBER, 1908.

Low Water.	A. M.	P. M.
Date.	h.m.	ft.
Tuesday	1 9:47	2.3 10:38 1.8
Wednesday	2 10:25	2.8 11:39 1.2
Thursday	3 11:14	3.2
Friday	4 0:38	1.1 12:19 2.7
Saturday	5 1:53	0.8 1:45 3.9
SUNDAY	6 3:10	0.4 3:17 3.9
Monday	7 4:11	0.0 4:32 3.4
Tuesday	8 5:11	-0.4 5:32 2.7
Wednesday	9 6:00	-0.6 6:23 2.0
Thursday	10 6:45	-0.5 7:10 1.3
Friday	11 7:27	-0.2 7:52 0.7
Saturday	12 8:07	0.2 8:38 0.4
SUNDAY	13 8:47	0.8 9:27 0.3
Monday	14 9:35	1.6 10:18 0.4
Tuesday	15 10:21	2.3 11:14 0.5
Wednesday	16 11:12	3.1
Thursday	17 0:14	0.7 12:13 3.6
Friday	18 1:22	0.8 1:31 3.9
Saturday	19 2:31	0.8 2:52 3.9
SUNDAY	20 3:35	0.8 4:03 3.6
Monday	21 4:27	0.0 4:58 3.1
Tuesday	22 5:12	0.5 5:42 2.7
Wednesday	23 6:51	0.6 6:20 2.2
Thursday	24 6:22	0.8 6:47 1.8
Friday	25 6:50	1.0 7:13 1.4
Saturday	26 7:17	1.2 7:43 1.1
SUNDAY	27 7:45	1.5 8:15 0.8
Monday	28 8:18	2.0 8:50 0.6
Tuesday	29 8:50	2.4 9:27 0.5
Wednesday	30 9:24	3.0 10:14 0.5